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## Manufacturing Industries

## NEW BOOKS

CALVERT, A. F. *Salt in Cheshire*. (London: Van Nostrand. 1915. Pp. 1240. \$6.50.)

KELLOGG, R. S. *The lumber industry*. (New York: Ronald. 1915. Pp. 104. \$1.)

MIDDLETON, J. *Statistics of the clay-working industries in the United States in 1914*. Part II of *Mineral resources of the United States, calendar year, 1914*. (Washington: U. S. Geolog. Survey. Pp. 455-548.)

TOWLE, H. C. *The shoe in romance and history*. (San Francisco: A. Carlisle & Co. 1915. Pp. 24, illus.)

WOODROFFE, J. F. *The rubber industry of the Amazon; and how the supremacy can be maintained. With a foreword on the Latin-American Indian by Viscount Bryce*. (New York: Stechert. 1915. Pp. 435. \$5.50.)

*Manufacture of gasoline and benzene-toluene from petroleum and other hydrocarbons*. Bull. 114. Petroleum technology, 29. (Washington: Dept. of the Interior. 1916. Pp. xvii, 268.)

## Transportation and Communication

*The History and Economics of Transport*. By ADAM W. KIRK-ALDY and ALFRED DUDLEY EVANS. (London: Sir Isaac Pitman and Sons, Ltd.; New York: D. Van Nostrand Company. N.d. Pp. ix, 338. \$3.)

*The Rise of Rail-Power in War and Conquest, 1833-1914. With a Bibliography*. By EDWIN A. PRATT. (London: P. S. King and Son. 1915. Pp. xii, 405. 7s. 6d.)

Designed as a textbook for the use of university students, *The History and Economics of Transport* presents in as simple and brief a manner as possible the major facts in the history of the evolution of modern transport, and the concomitant evolution of the complex economic problems which today are of such vital moment in the development of trade and industry. After an introduction covering the early history of overland and canal transport, and the economic problems associated therewith, the material is treated under three heads in separate sections of the book: The Railway in the United Kingdom and Abroad; Railway and Canal Economics; Shipping and Ocean Transport.

The most interesting chapters are those dealing with railway economics. This field is one in which controversy is rife and in

which conditions are changing with great rapidity, so that the average book on the subject is likely to present the matter in partisan fashion, to defend some thesis or expound some theory. The writers of the present volume have succeeded admirably in suppressing any special bias they may have had. They present the subject in an impartial manner. In clearing away the fog of argument and in throwing into relief the basic problems and conflicts which inevitably have arisen and must arise from the nature of the relationships between the operators of various forms of transport and the public, the authors have performed a real service.

The style of the book is marred occasionally by slipshod sentence construction, and the use of neologisms is too frequent to escape the notice of even the most casual reader. Otherwise, the book is ably prepared. And, while it is written entirely from a British point of view, the subject-matter is so fundamental in character that the book throws much light on American conditions and would serve as an excellent reference text in courses on railway economics.

As a statement of the history of rail power in war, *The Rise of Rail-Power in War and Conquest* is very serviceable and, at the moment, of great interest, since it contains the salient facts to be found only by searching through an immense number of technical books and reports. In a brief way it reviews the development of the use of railways in warfare and their employment for purposes of economic, political, and even territorial conquest in time of peace. The profound influences exerted upon military strategy by the introduction of railway transportation are pointed out in detail, and the gradual development and increase in complexity of this strategy is made clear by a study of the use of railways in the principal wars in the world since the year 1833. Especial care is given to showing the role played by railways as a causative factor in the tremendous increase in the size of armies, and in the widening of the radius of action of these enormous forces. This factor, to a great degree, has made possible the imperialistic expansion of several nations, particularly in Africa, and has, of course, reacted indirectly, but none the less profoundly, upon the economics of foreign trade.

The author considers the employment of railways in war under several heads: military railways, built solely for military purposes and not used commercially; strategic railways, built primarily

for the purpose of furthering military aims and conquests, but used commercially in time of peace; and commercial railways, used only incidentally in time of war. The history of these various types in their relation to actual warfare and to preparations for war is given for each of the important nations of Europe and for the United States, and the building and purposes of the strategic railways in Africa, Asia Minor, and elsewhere, is accorded extended treatment. Of especial interest are the chapters on Railway Ambulance Transport, Strategic Railways, and the development of special Railway Troops.

The work is well documented, and in treating of any country, the author, wherever possible, uses the works of native writers and the reports of the government in question to support his observations and conclusions. An excellent bibliography is appended.

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#### NEW BOOKS

BOSWORTH, G. F. *Ships, shipping and fishing. With some account of our seaports and their industries.* (London: Cambridge Univ. Press. 1915. Pp. 94. 1s. 6d.)

BROWNSON, H. G. *History of the Illinois Central Railroad to 1870.* University of Illinois studies in the social sciences, vol. IV, nos. 3, 4. (Urbana: Univ. of Illinois. 1916. Pp. 182. \$1.25.)

DAVIS, G. H. *Economic advantages resulting from port development. Address before the League of American Municipalities, Sept. 28, 1915.* (New Orleans, La.: Dameron-Pierson Co. 1915. Pp. 10.)

DOOLITTLE, F. W. *Studies in the cost of urban transportation service.* (New York: Am. Elec. Ry. Assoc. 1916. Pp. xxiii, 467.)  
To be reviewed.

ENGLÄNDER, O. *Die Eisenbahnanschlüsse.* (Leipzig: Duncker & Humblot. 1915. Pp. 102. 3 M.)

FISHER, J. A. *Railway accounts and finance.* (London: George Allen; New York: Van Nostrand. 1916. \$4.)

GUBLER, F. *Die Anfänge der schweizerischen Eisenbahnpolitik auf Grundlage der wirtschaftlichen Interessen 1833-1852.* (Zürich: Leeman. 1915. Pp. 362. 5.80 M.)

KETCHUM, E. S., editor. *The traffic library. Application of tariffs within and from the official and Canadian classification territories.* Pt. 1. (Chicago: Am. Commerce Assoc. 1915. Pp. xiii, 294.)

KIBLER, T. L. *The commodities' clause. A treatise on the development and enactment of the commodities clause and its construction*